Association of Land Rover Owners of Canada

OTTAWA VALLEY LAND ROVERS

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Ottawa, Ontario, CANADA K1Y 4V3

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVLR offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Those joining throughout the year pay a flat $25 per year, membership expires one year from the last dues submission.

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is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles may be submitted to the Editor, Dixon Kenner (dkenner@fourfold.org) or via post, to the club address. Photographs should be sent directly to Spencer Norcross at **1631 N. Barton Street, Arlington, VA 22201, USA.** Please include captions and a return address with photographs.

Deadlines: Submissions to the OVLR Newsletter must be received by the first of every month for inclusion in that month's newsletter. All items submitted for publication should be legible and signed. Names maybe withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

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The OVLR Newsletter

Editor:
Dixon Kenner
(dkenner@fourfold.org)
(h) 613-722-1336

Production Editor:
Spencer Norcross
(spenny@fourfold.org)
(h) 703-516-9899 (w) 703-243-3733

Contributors:
Dave Bobeck, Mike Rooth,
Ben Smith, Al Richer
John Hong, Jeff Berg

Other Help:
Too many to list! Thanks to all!

The OVLR Executive:

President
Andrew Finlayson
(613-798-9211)

Secretary-Treasurer
Dave Meadows
(613-599-8746)

Events Co-ordinator
Christine Rose
(613-823-3150)

Off-road Co-ordinator
Kevin Willey
(613-825-0603)

Exec member at large
Christian Szpilfogel
(613-828-1961)

Merchandising Co-ordinator
Christine Rose

Club equipment officer
Bruce Ricker

Returning Officer
Murray Jackson

Auditor
Fred Joyce

Marshal
Murray Jackson

More details regarding Land Rover events can be found at:
http://www.ovlr.org/Events.other.html

Land-Rover FAQ:
http://www.fourfold.org/LR_FAQ/

OVLR/Land Rover HAM:
14.160Mhz @ 01:00GMT Tuesdays

"Life is just a series of beers tied together by long periods of work."
— Dave Bobeck

Greetings;

Two events this past month. Ted Rose writes about the Tune-up, while Dixon writes about the Import show at Carlisle Pennsylvania.

The annual tune-up was held Saturday May 8th this year. Once again it was hosted by the Miniman. We had an excellent turn-out of both vehicles and members in spite of the grey sky. Two notable exceptions to the crowd were Bob (It could only happen to me, and you guys won't be able to fit it.) Wood and Sean McGuire.

The two vehicles that required the most attention were Martin's 80 and to no surprise Dixon's 109. Andrew took on the 80 and I the 109. I'm not sure who got the short end of the stick though, as I fell prey to , as Dale says, "The Dixon traps". Mr. Kenner claimed he only required a manifold gasket, everything else being serviceable condition, as if anybody would believe that. In the end we had to liberate a substitute exhaust manifold from one of the parts machines although Dixon still didn't seem convinced the giant cracks in his had anything to do with the leaks.

After Andrew sorted out Martin's he turned his attention to Murray's lightweight, which arrived fresh from storage. The wipers and washers weren't working but after a quick fettle by him, all was right again.

The biggest shock came from our "Member at Large" mid morning. In a particularly brazen move he thrust himself in to the lead for the lugnut championship. (Most of us caught off guard so early in the season). Christian scored major points showing up in his 88, and then slyly asking us to check the play in the steering. It was quickly noticed the steering wheel wasn't actually attached to the column. He claimed ignorance, but this couldn't possibly be true, Christian being an engineer and all….

Bruce Ricker kept busy de-winching his 109 and Gordon Bernius had a brief but effective brake diagnossi.

Dave Meadow's was manning the trailer, cooked up thirty-two hamburger for the members present and had coffee on the go for us, all day. Many thanks to the members who set-up , cleaned up and took down the trailer.

A special thank you to Rob and Jill of the Miniman for having us out again and letting us use their shop. Also the staff there, Randy and Eric for their efforts.

Carlisle was huge, as usual… Hundreds of vendors, mountains of parts (no, I didn't get the rear lamps for the 80" as they were $64 apiece…). There were vendors there with some original factory manuals in excellent shape. Little is actually labeled "Land Rover". If it is, it generally carries a high price. But, if you know your Lucas part numbers etc.… There is lots of stuff. Not as much in the past. It seems the stockpiles of NOS parts for British vehicles are slowly winding down, though new manufactured parts are certainly about (albeit at a higher cost). A whole bunch of Land Rovers were there, many aligned with the local ROVERS club.

OVLR people: Tom Bache, Quintin Aspin & Mike Malone (who else has the ability to turn a vendor spot into a little bit of Appalachia… And Appalachia it was. It drew in Land Rover people immediately, though having Justin's Unimog as a place marker certainly helped), David Huddleson, Desperate Dale, Mike Buonaduci, Eric Zipkin, Justin Felenz, Lori Sickley, Joe Tolerico, Mike Loiodice, Spencer Norcross, Dave Bobeck, Dan Rao (another new member!), Peter Cosmides and Jeff Wilson.

The Silver Lake pre-ride pictures: a new trail and some work done to the old railway bed.
photos: Kevin Willey

This Month's Cover:

Jousting with the Wayback, Dave Scheit looks for a good slap check.
Photos: Jeff Berg

Upcoming Events

in the next month or so…

June 5-6	**British Car show** and West CT Rover Club off-road Event.
June 6	**3rd annual Byward Market Classic Car show** (Call Christian Szpilfogel for more detail)
June 12	**Jaguar Club Concours d'Elegance** at Science and Tech Museum (Info, Paul Davis 613-225-3449)
June 18-20	**Sixteenth Birthday Party,** Silver Lake, Ontario
June 26-27	**DownEast Rally,** Camden-Lincolnville, Maine
June 27	**Sporting Classics Sportscar Show** Richmond Fair Grounds (Info, Steve Bourne 613-253-0739
June 27	**British Car Day,** Bowie Maryland (700 plus cars, about 20-40 Land Rovers)

future events:

(Dates & times subject to change)

Early July	**The Breakfast**
December 11	**Christmas Party**

Top: Ted Rose rolling around under Gordon Bernius' 109 Ex-MOD; Above, Ted rolling around under Dale Desprey's Range Rover; Below, Dixon's Big Green Beasty lures another victim; Bottom left, Andrew Finlayson and Marshal Murray Jackson sort out a few things on Murray's Lightweight. Photos: Kevin Willey

other News, Rebuilds/Projects, Lies, Rumours, Trivia

A note from the editor: Hurrah! I got this newsletter done. Working is such a distraction! It keeps one away from the useful things, like Land Rovers. And we will not discuss the tuning or the colour of my 109. Ted is to blame (as always!)

The May social? Over a dozen people showed up to discuss all sorts of things!

Thought of the day: "Day to day maintenance really isn't fun. I just spent 6 hours filling all the oil holes and replacing a hub seal. the brake shoes were soaked but a generous application of brake cleaner was enough to fix them. I used a "National" seal that I got from DAP awhile back. It is double lipped and seals in a different spot than the regular seal so I didn't bother replacing the distance piece. Either new drums or new adjusters (again) are on the to do list. The steering relay took a LOT of oil. I even peeled back one of the gaiters to look at what had happened on the inside after nearly four years. The swivel ball is perfect and whatever little bits of mud have gotten on it are turned into goop by the residual oil. Nothing is getting past the seal at all. The front right swivel did not require any filling whatsoever and the oil was very clean. The right swivel had water in it, probably from my sideways excursion. The result of all of this 6 hours of work? My Land Rover drives exactly the way it did before. Just f___ tremendous innit? " [Anon.]

Flats Across the Pond, a language lesson from Bill Maloney - Here in America when we drive over an object, we use the phrase "run it over" or "I ran it over". This works for squirrels, small dogs, and nasty little children. "I ran over the tot and he sure made a racket". This also applies to sharp objects that can puncture the tire. Glass, tacks, Whitworth fasteners (which are a particular problem if you lack the proper sized wrench to pull them out). This may be what happened to Mike Rooth's Nora. *(Mike reports he's having some tyre troubles —ed.)* The side effect from the puncture is that the air pressure inside and outside of the tire are equalized causing the tire to no longer be round and Nora starts to teeter. If Nora starts to teeter and you're not already pissed chances are you ran something over.

Secret Team Daphne News: Sorry about the delay in secreting out information. We were busy rebuilding Brett's 88. He has been assembling parts for about a year ready for the great rebuild. Galv. bulkhead , 5 bearing engine ,new gearbox , Salisbury axle , new props, new brake lines, rebuilt 109 front hubs and brakes, wiring job. Supposed to take three days of the Easter weekend. Ha! Took a week. The first 95% took 95% of the time, the remaining 5% took another 95% of the time. Now I have to start on the 101… Oh by the way ,the 88 in last newsletter issue was not Brett…**but**….Murphy! Yes…under its own steam… and I seem to recollect the 109 **and**… the 101 were at the event… **so there**! *[Note: Dave's 101 does make it to events, but notice how he didn't say whether it was towed there or not!]*

A short note from last year's winner of Gasket Under Glass, Keith Elliot - Ok, well let me fill you in. On the way to the Rally on Sunday, and had a wheel bearing start to seize… Left Cornwall at about 7:00 AM with my nephew's friend in the Rover with me and Debbie and James following in her CRV… got just outside of Embrun when I started to feel something funny in the front end, pulled over and checked it out but didn't find anything out of the ordinary… We drove another 2 or 3 minutes when I felt the 88 hesitating so I pulled over again and this time I felt the drivers front hub and almost melted my skin to it… The bearing wasn't siezed but it was well on its way to doing that so out comes the cell phone to call CAA for a tow…

Ben Smith just doesn't know when to stop adding to his fleet – "I flew up to Seattle this weekend to look at two 101FCs. And I made a deal. I'm probably a fool giving away my money. But they were sitting there so forlornly with a spiffy 101FC out back. I am in for a lot of work. The prototype's frame is rusty and has a few holes that need to be patched. I think that it can be saved with sand blasting and paint. Since this was a prototype, it never had undercoating. The engine is a rat's nest. The sides have an upper railing. The fuel tank is a welded box. The other one is a 12volt LHD. The engine and gearbox look ok. It's frame has a small warp. I couldn't easily get down to the vin to find it under all of the undercoating. Reportedly this 101 was in Arizona for awhile. This one has no windscreen. The clutch and brake reservoirs are going on both. They'll need to be sourced and the hydraulics gone through. I think there are

Another look at the Tune-up, Christine's Disco and Martins' 80
Photo: Kevin Willey

only 4 inflated tyres between the 2 of them. And only one canvas tilt. There are 2 complete 101 winches, and a complete spare set of 101 axles (hub to hub). I'm smitten. Love at first sight. I can't wait to start."

Jan Hilborn sent this note:

The parking at UVM parking is, um, limited to say the very least. I have a zone 1 permit and I still often have trouble finding a space (of course, I often don't get in to work till 9:30 or 10:00, so I suppose it's not surprising.) In the winter I frequently park on top of plow piles, if they want to give me a ticket they'd have to climb up the pile and find my windscreen. I never get tickets.

Last week I'm cruising the lots (there are 4 near my building) and turn in to a dead end section of a lot hoping maybe that last spot where I've parked so often in the winter is maybe open (but free of snow this time...) No such luck, not only is it not open, it's not even a parking spot, and it has a rock the size of a St. Bernard in it. No wonder I always had such a huge incline to drive up to get on top of the snow pile!

Fred Dushin writes about Ollie's big adventure – "Springtime, so it came time for the 'lord to exchange his caddy (winter car) for his '84 'vette from one of the two garage spots he occupies (alas, no room for poor Oliver). This meant I had to pull Ollie out on to the street, and what better excuse to take him for a little stroll. "Honest, officer, I had to move the car to let my landlord move his car…" Took neighbor Noah (who'd helped here and there with this and that), and who had, not minutes earlier, inquired, "If I *were* to get one of these, how available are parts?" I'd call that a nibble. "Drives like a tank!" he exclaimed, on our brief venture. Not sure how interested he is still in owning one.

A short ride, indeed, but enough to test out his drivetrain. Clean shifting through all gears, hi/lo. He's not too fond of rolling, but that could be a combination of my overzealous brake adjustments, or perhaps the fact that he hasn't been driven now, in what, 19 years?

Smokes black a bit, too. Perhaps a bit on the rich side. Also may have failed to correctly adjust the choke cable. Again, a bit overzealous and still in need to time to fine tune, as I get more and more opportunity to drive him.

Still more electrical work to do. Like, er, all the rear lights. But we're close. And then there's that small issue of the frame…

The '02 gets sold/abandoned within the next two weeks, and Ollie will inherit a used set of NYS tags, once paperwork is run through the DMV (MoT, for you anglophiles). The question now becomes whether to tow him downstate or drive him there. Hmmm. Rubber's been sitting idle for 19 years. Seals brittle as candy. Front horns and rear crossmember like swiss cheese. It *should* be a no-brainer…

Oil leaks. Or lack of, thereof… A tale of woe from Mike Loiodice – "It's a toss up as to whether Quintin or Spenny have more oil spatters on the back of their trucks.. I know I certainly don't have any on mine. You see… you need to put oil in before it will leak out… Actually, most of Quintin's oil made it to the front of my truck.. Probably because it was on the end of a rope behind Quintin's truck for 120 odd miles.

OK. so the whole story… This weekend was the Assateague Island trip. I drove around on the beach all day Saturday and Sunday. camp out Saturday night. All the usual suspects were there. Spenny (in his own truck! Really!), Bobeck, Quintin (with the '71 Range Rover), Bill Caloccia and Jeff Berg drove down in Bill's Rangie. A couple of Discos. A D-90 and three SIII's (besides Bobeck's). and me.

First observation. 7.50x16 bias ply Cargo-Trac tires are lousy in the sand. even if you air them down. Second Observation. I probably should have checked the oil in my transmission a few weeks ago. At the very least, this week. Bobeck and I went off-roading last weekend and it was complaining then.

Anyway. I did make it off the beach before the tranny quit.. First, it wouldn't go into gear. Well. it went into gear but would not move. Then, it started working in 2nd gear.. I did manage to get to the campsite without assistance.

Sunday morning I drained the oil. Lots of shiny specks, but no big chunks. And not much oil, either. I Put more oil in and hoped for the best. We (Spenny, Quintin and myself) finally got on the road around noon. 2nd, 3rd and 4th gears are working, but what a horrible noise on overrun. We had to make a detour into town for Quintin. and that's as far as I got. It died a wretched death pulling out of a supermarket parking. So… Quintin had a rope and provided the tow. We got back to my house around 5:00 PM. Spenny had the top off his truck and arrived looking very sunburnt. Other than that, the trip was pretty much un-eventful.

I guess my big project for this year is to replace the transmission.. Might as well patch up the front wing while I'm an it. and fix the seat box. and straighten out the sill. and paint the bulkhead. and whatever else… I'll let you all know what happened inside the box when I find out.

The newly reconstructed entrance to the railway bed from the Deacon's
Photo: Kevin Willey

Does anyone wonder what goes on inside the mind of our intrepid newsletter editor? Well, now that Dixon has a real job where he is required to work, and a favor owed to me by a CIA operative we were able to break into his house and photograph pages of his diary. *(Oh Dixon, you can buy the really jucy bits back at the BP! —Spenny)*

Dear Diary,

I've been bad. It's not that I am very lucky that my neighbours are on city water or anything, or that a girl I went to University with, who looked at my home before I did & bought it said that the backyard was one of the nicest she had seen in this section of Ottawa, but that the backyard is a bit secluded. Nice conifers of various species around it, an ability to hide things back there. Oh, and the Gin Palace can fit through the gap between the garage and the house so easily.

It all started Tuesday after work. I took a different bus home. One that dropped me off at the Westboro transitway station. Well, it was either take that bus and walk home, or wait half an hour for the next bus that goes by my door. So, being impatient (a trait that Dale knows so well, him being Mr. Impatient personified), off on the other bus. However, the walk home goes right past the Land Rover dealership. Being near quitting time, I thought I would stop in and say hello to Ted. Well, you know, one thing lead to another, and the next thing I knew, I was in the pub next door ordering pitchers with Ted, listening to Ted us my cell phone and give inventive excuses to his mother-in-law why he was late and why the background noise wasn't that of a pub-like atmosphere, but of a bunch of mechanic in the shop discussing serious work related things.

Well, one thing led to another and the next thing I knew Ted was onto the subject of 80 inches. He has one nearly ready for a work project to bring it to life. Mine is sadly much, much farther behind. We started off discussing the remains of one forty miles northeast of Ottawa that he has had his eye on. Yeah, I know, he won't tell me where it is… No matter, it seems that he had received a phone call from a chap who had a 1951. Running too, though the frame was toasty, rusty swivels, seats were missing, air filter was gone as was the fuel pump. But the rest was there. Soft-top, but no idea if the hoop sets were around…

Did I say it was cheap too? Did I mention it was only about six or seven hours west of here? Well my beloved Diary, I won't be able to write you Friday evening. it seems that Friday night is to be a bit of a bash at Ted's. A few jars, some Scalelectrics slot car racing, more imported beer… Then I will be staying over the night. Why? If Ted's negotiations go well with Christine, at about 4-5 am we are off in the Disco, trailer behind to fetch this 80 inch… Ted is going to get the working engine, I am to get the rest, as well as his current engine in need of rebuild. *sigh*. Yet another Rover to hide in the back yard. Well, not yet. There's at least two feet of corn snow back there, and I am not sure If Dale wants to plough the Gin Palace through that with another 80 inch following behind!

Dear Diary,

It's been a day or two since I last wrote, so I might as well do a little catching up. That eighty inch I mentioned the other day? Well, it's here, but before I tell you more I should fill you in on past events so you have a better picture about what has happened.

Well, remember how I told you that Ted and I had a bit of a discussion and that one thing led to another and the next thing and was onto the subject of 80 inches? Remember how he has a project just waiting for a few more parts and that mine is much farther behind? Remember how we were planning to go and fetch a pile of parts basically? Well, that didn't happen… What happened was thus…

Friday afternoon I started the preparations for this epic journey for parts. Images of past cut and fetch missions danced in my head. David Russell, Dave Stauffer, Keith Elliot… All able members who lost roofs while towing Land Rovers about. Especially Keith Elliot… He embarrassed himself with an 80 inch too! So, let's see. What is required for this type of thing? The pair of canvas bags of tie down straps. Some tools… Guess that's about it from my end.

Ted was going off to get a trailer. In the end he decided that his would probably be buried under tones of ever so slowly melting snow and ice, so that was out of the question. So he managed to convince Jason that borrowing his trailer would be a good idea. And it was a good idea. Jason needed to use a backhoe to get it freed from the snow & ice at the farm, where it wasn't shaded like Ted's was.

Friday evening, I headed off to Ted's. Oh, didn't I mention this? Ted had decided that we were to get an early start. Four am in fact. As you know, I don't do mornings well. Four am only meant one thing. I had to stay over at Ted's. So, into the Saab I jumped and headed for some essential materials for the evening. Beer…

Of course we drank everything in sight as usual, staying up to about one before crashing out. Well, at least by fiveish, it wasn't too bad, and there was a full pot of coffee to wake up to…

Drive, drive, and drive. Look around for Land Rovers and other possible interesting vehicles and talk. Ted and I both had visions of a Land Rover that was frameless, sunk in the mire… In other words, what we find much of the time where we go out to check out a newly reported Land Rover. However, unlike your generic IIA or III where you can take a look, maybe snicker a bit, than then leave when the owner quotes a price as if it was a safetied, driving, near concours vehicle. This one we had already agreed to purchase it.

Well, finally, after about a five and a half-hour drive we arrive. Turning in the laneway we remark that it actually looks pretty good for something that is supposed to be completely unrestorable… Now, both Ted and I know that what unrestorable means to some people isn't exactly the same as it means to us. In fact many people, thing that my Big Green Beastie fits

into this category, yet it happily chugs along much to some peoples amazement. But enough of that tangent…

As we get closer we notice that it is sitting straight. In fact, it looks damn presentable. So we drive up, get out and start to take a close look at this supposed basket case. Hey, the frame is mostly there! Needs attention, but it is almost as good as Ted's was before he started patching up his 88 a couple years ago. Hmmm… Lots of this is actually there… Check out the door tops. With the canvas flap (missing). This is an early 1951 with doors like this… (Headlights come through the grill, not behind). Draw bar is there, rear crossmember is a bit soft, but not bad…

What's missing? Fuel pump, air clearer, seat bottoms (there were some old couch cushions tossed in the back), the ignition switch, ammeter for starters. At least that is what we immediately notice. To offset this missing weight there is a large ugly plough harness on the front, though no plough to be seen.

Well, time is short, so we pay the nice chap his asking price as agreed and proceed to push it up and onto the trailer. Yes, it rolled easily. It even steered easily. This was too easy… Something is sure to go wrong. So we strap it down. Remembering our illustrious members mentioned above, I check to see if the hard top is bolted down. Of course not! Let's add three more straps to make sure it doesn't go anywhere. Maybe one to hold the bonnet down and the doortops in.

More good luck as we pull out of the laneway. Down near a stream, on the other side of the road, hidden in the trees is an early Canadian Military Pattern vehicle! Ted is ecstatic!

The trip back was uneventful. Ted and I discussed what to do with this new acquisition. It is obviously too good to chop up for parts. In many respects it is better than both 80 inches that we both already have. As Ted has far more projects, we agreed that I would take this new addition to the family, and put it on the road in place of the Little Earth Pig.

Oh diary, sometimes you just don't get any respect. I told some friends about this new acquisition. I said that this wasn't a parts vehicle, but a potential driver. Spencer immediately shot back that I say that about all of my vehicles and the Big Green Beastie has won "Best Parts Vehicle" at Stowe the other year. *sigh.*

So, now it rests, in the driveway outside the kitchen window. Andrew has already been by to see it. He thinks it is in pretty good shape and very savable. We're going to have to talk.

Oh Dale! Want to practice your welding?

Some shocking news from Dale:

And it came to pass, in the year of Our Lord, 1999, that The Big Green Beastie acquired new paint. I say acquired, because like most maintenance or improvements to Dixon's poor tortured Land Rover, the paint job required no effort from him. The culprit this time was Ted. First he sends Dixon on an errand. Since I wasn't there, I can only imagine Ted wringing his hands while he plans his act of sabotage. The intricate task of paint matching, getting the Tremclad Forest Green and Tremclad Gloss Black mixed in just the right proportion to match the 1974 Volkswagon Beetle Green of the back door, painted by me last year. The even brush strokes. Dixon's horrified screams as he arrives in the driveway.

It looks really good. This is not one of those paint jobs that only looks good in the dark or in the rain. With Tremclad's fluidity and slow drying formula, you can barely see the brush marks. The BGB is starting to look respectable! When the wings, breakfast and bonnet are done, it will look great.

And now for something completely different… This is supposedly a replay of the same event from Ted's point of view. *(Hey! I just write what I am told.—Spenny)*

"Now, how would I come up with a nice shade of green" thought Ted an he looked out from his lawn chair, beer in hand. You see, Ted had just finished shattering the front of Dixon's replacement head while he was torquing down the last bolt in the front.

Ted had managed through some miracle to disuade Dixon from making a beeline to Canadian Tire to pick up some of Russell Dushin's favourite substance **JB Weld.** Dixon knew all about JB Weld, having used it livberally in the past to keep cracked blocks, heads, and leaking differentials intact for "just a little longer". Dixon had just disappeared around the corner in Ted's Toyota, on a mission to retrieve as many spare IIA heads as he could find amongst is small stockpile.

"Hmmm, At least an hour would pass until he returns" though Ted.

"Let's see, I have this old can of Tremclad Black paint. It fits Dale's beginners recipe for painting decrepit objects, namely it should be half dried, and at least five years old" So Ted arose from his lawnchair and dug out the aforementioned can of black paint.

"Too dark" thought Ted. So he opened up can of Canadian Tire Green tremclad and started to pour it into the black paint, stirring vigourously with a screwdriver.

"Ahhh, that's about the right shade" thought Ted, "it almost-matches the rear door that Dale painted last Fall"

So, brush in hand, Ted quickly set to work… Paint, paint, paint… First the drivers door under the waistline. Then the middle door that was missing all of its paint. "Hmmm, don't like all of that aluminium showing", so the top of the middle door got painted. Ted worked his way around the vehicle, eventually painting the back, above the waist line, even the roof… In fact, everything thing from the bulkhead back is now a dark green…

Suffice it to say, Dixon was rather shocked at the change. Ted was gleeful, and could only comment "I wonder what Dale will think…"

The front wings were not painted, as we still had to replace the head (again), and try and get the BGB to move under its own power again…

Some Non-oVLR News & Rumours

Newsletters Received this month include The Solihull Society Magazine (SS, vol. 10, No. 2 March/April)

Review (LRO Victoria, Aus., Feb. 1999)

Rover Reference (BSROA, Vol. 8, Nr. 2 Mar/Apr 1998)

NCRC Newsletter (NCRC, Issue 11, Jan/Feb. 1999)

Mendo V by Ben Smith.

Mendo V was interesting and scary. At 44 Land Rovers it was bigger than last year. Sat night there were 5 or 6 bottles of single malt circling the fire for consumption. And Ben Mitchell brought 1/2 gallon of blue sapphire gin to make gin and tonics with. We killed the bottle. Sunday morning had a bunch of hung over people.

The scary bit was how close bad things came to happening. On the way up, Matt Francis and his girlfriend were driving a topless 88 (no roll bar). He lost control and flipped it. It came to a rest completely upside down with them inside. It was resting on the tub and the dash. Luckily there were only minor scratches.

Sat, Bruce Bonar (NCRC pres.) was guiding someone in a NADA 109 up on a mountain side. As the driver went from brake to gas, it rolled forward and pushed him off the side. John Hess reached over and grabbed him by the scruff of the neck and pulled him back.

On Sat Jeff Rogers got his D90 crosswise going up a 35 degree hill. He tired to back out of it. The D90 went into a 4 wheel backwards skid into the bushes. Luckily the bushes stopped him. He was really close to tumbling down the mountain (I watched this one from the 101FC. We all said, "Oh shit" at the same time as it happened.) He ripped about a 10 foot path through the mansonita brush before coming to a stop.

As a whole the Rover turn out was pretty good. Only a Disco or two. a Series I, 86 Pickup. Lots of Series II, IIA and III 88s and 109s. Maybe 7 D90s. 3 D110s. one RR Mk. II. A few RR Classics (I can think of 5 off hand).

An interesting D90 was one that the owners shipped to France, drove it over to England, got a 300 Tdi fitted, drove it back to France and then shipped it back to the US. These guys must be made of money.

Alternative Parts: Andrew Taylor writes: The bearing number for the overdrive clutch bearing, the number is k 50 58 20 INA. Was easily available in Montreal at around $20. See you at the rally!

Land Rovers in print & picture… There is some Rover spotting on p.75, p. 78, and p. 82 of May, 1999 Playboy.

Land Rover Club PL organizes in 1999 year expedition touristic on Siberia. We invite all Land Rover owners. Programme expeditions. Beginning of trip at 11. 07. 99. return circa 20.08.99. Route: Poland, [Lithuania, Latvia], [Bielarus] , Russia. In Russia by Ural Mountains on Siberia. Siberia, from Njagan along rivers Ob at the farthest on Nord as long as will be possible in fit time. [ca 12.000 km] To participants we assure help in formality, care in road of expedition. Quantity of vehicles limited. Information and booking: Land Rover Club PL78-500 Drawsko Pomorskie P.O. Box. 1. Tel/fax +48. 96 13 45 95E-mail lrc@friko6.onet.pl English E-mail lrcpl@pro.onet.pl English E-mail lcywka@wro.optimus.pl Deutsch Website www.off-road.pl/lrc/The participants of expedition to Siberia can take part on expedition as crew/passengers/ of Polish Land Rover Club or with own Land Rover series II or III. In this moment we have five free places for participants who are going to take part in expedition as a passenger. The cost of trip for participants who will take part as a passenger in Polish crew amounted ca 1000L per person. The price included: transportation by Land Rover, full board and night's lodgings in time of expedition / from departure Poland to return to Poland /.On second half of February 1999 we are planned meeting all participants who are going to take part in expedition as a passengers of Polish Land Rovers. The participants who are going to take part in expedition by their own Land Rover cover all their expenses and payment for participation came to 500L per vehicle. The number of participants on one Land Rover maximum 4 persons. All participants who will take part in expedition are obliged to possess vehicle and own equipment / winch, Hi-Lift, camp equipment etc./ according to recommendations of organizer. The target of our expedition is visiting the territories situated between following places: Ural Mountain, Pecora, Belorajskij, Sovetskij, Ust-Kulomon west of Siberia and visiting three National Parks near Ural Mountian and make cross-country races from Ural Mountainto Ob River.

From the Anti-FAQ:

Ever notice, while you hang out by your tent or by a campfire at your favourite Rover event, that other folks simply disappear at sunset? There's a simple answer:

Werebeagles.

Some of them are Werebeagles.

No one has really ever explained the affinity for Werebeagles to Land-Rovers and the events they congregate at, but they're definitely there. After dark, Werebeagles come out and prowl the campsites and parking lots where Rovers congregate with their little toolkits, busily fixing problems. Most of them can't carry a lot in parts or heavy tools so the problems they fix aren't big ones, but they're out there working on the Rovers they cherish.

Ever park your Rover at your campsite in the evening with a small problem meaning to fix it in the morning and find that it's working great the next day? The Werebeagles have been there. Unblinking turn signals that suddenly work, flickering dashboard lights that now glow steadily, misadjusted idles that now purr precisely at 800 RPM… they're all the work of the Werebeagle.

A lot of time Werebeagles (when in their human form) determine what to fix and for whom by listening to conversations. Let's face it, the typical Rover owner who has had a failure on his steed is usually heard to exclaim "You Old Cow!", "Sodding Bastard!" or similar less than gentle hints that something has gone amiss. Usually, after that, the source of the distress is cursed loudly and in detail.

After the disgruntled owner has toddled off to a drunken good night's sleep, the patter of beagle paws and an occasional ouch! as one trips over his ears is heard. The stricken Rover is soon being attended to with glee by its furry assailants, wiring, tightening, tinkering, replacing the occasional gasket and generally making themselves incredibly useful.

Woe betide the evil owner of a Rover, though. Werebeagles are truly moral creatures and will not do for those who don't at least attempt to do for themselves or others. The lazy, ignorant or merely stupid and malicious ones can occasionally find themselves the victim of Werebeagle wrath - especially if they've transgressed against one of the clan. These folk's cars will never be beagle-blessed, except for an occasional wet stain on a tyre that doesn't turn out to be 90-weight.

At the next event, leave milk and cookies out for the Werebeagle - you car will be better for it. Remember - the beagles are listening….

NetSlum v.1.2, Mid-Atlantic Rally 1997
Photo: Dixon Kenner

Tony Fox writes to us about the legality issues of Right Hand Drive Cars in Canada.

Last year an acquaintance of mine was pulled over by a law enforcement officer, the reason, he was driving a right hand drive Triumph in Ontario. The Officer proceeded to issue him with a ticket for not displaying a label at the rear of the car identifying it as "Right Hand Driver". This was a totally wrong interpretation of the Ontario Traffic Act. Under Section 63 of this act there are certain requirements for RH drive vehicles. The Act states as follows:

63. Vehicles with right hand drive - Every vehicle that is equipped with a right hand drive shall unless it is equipped with a mechanical or electrical signal device as described in subsection 142(6), have prominently displayed on the rear therefor, in bold face letters of not less than 50 millimetres in height and of a colour which is in contrast to that of the vehicle in words, "RIGHT HAND DRIVE"

*Note! The key words here are "**unless it is equipped**"*

Reference to the subsection 142(6) provides further clarification as follows;

142(6) Requirements for signaling device - A mechanical or electrical signal device shall clearly indicate the intention to turn, shall be clearly visible and understandable during daytime and night-time from the front and from the rear of the vehicle fro a distance of 30 metre and shall be self illuminated when used at any time from one half hour after sunset to half hour before sunrise.

In abundance of caution you may wish to identify your car as RH Drive with rear identification, but the Traffic Act does not specifically require you to do that.

And finally a few press releases from LR UK

Range Rover dHSE launched:

Land Rover has announced a new version of the flagship Range Rover HSE model. The dHSE is powered by the BMW 2.5 litre six cylinder turbocharged diesel engine and costs £48,705.

Standard features of the new model include full leather interior, climate control, four-wheel traction control, anti-locking braking system, front and side airbags, eleven speaker in car entertainment system with steering wheel controls, electronic memory driver seat and door mirror positioning.

Peter Kinnaird, Land Rover UK managing director said: "The

dHSE has been introduced following customer demand. Last summer we introduced a

similar model as a limited edition. The response from customers looking for the ultimate in 4x4 luxury, but preferring a diesel engine, was so good that we decided to launch the model as a permanent variant."

Like all other Land Rover models sold in the UK - Defender, Freelander and Discovery - the Range Rover dHSE is covered by a three year warranty.

Land Rover World-Wide Sales Record

A record number of Land Rover models, Defender, Freelander, Discovery and Range Rover were sold in the first four months of this year. Due to the success of the Freelander and new Discovery, world-wide sales rose by 30 per cent to 56,633.

The Freelander was launched at the beginning of 1998 and in less than 16 months is already the highest selling 4x4 off-road vehicle throughout Europe. The new Discovery and revised Defender went on sale at the beginning of this year and are proving so popular with customers that waiting lists of between six and eight weeks are being experienced in many markets.

Peter Kinnaird, Land Rover UK managing director said: "World-wide sales in 1998 were 151,500 which was the highest ever since production began in 1948. To be nearly a third higher so far this year is an incredible achievement."

Germany, France, Italy, Spain and USA Land Rover markets have all reported increases in sales varying from 45 - 111 per cent.

Peter Kinnaird added: "We are hoping that the remaining two thirds of this year will be as good as the first four months. The 4x4 market has never been so competitive, but Land Rover models continue to set the pace in their respective sectors."

	GER	FRA	ITA	SPA	EUR	USA	TOTAL
1999	5376	3196	5726	2511	35230	8640	56633
1998	3071	1509	2922	1787	24238	5628	43405
+%	75.1	111.8	96.0	40.5	45.4	53.5	30.5

Land Rover Freelander Top Selling 4x4 In Europe

The Land Rover Freelander is now the top selling 4x4 off-road vehicle in Europe. Launched in European markets during last year, Freelander is already outselling its nearest competitor by more than 40 per cent.

Land Rover's Freelander and all-new Discovery also currently occupy the top two spots in the UK off-road 4x4 market. In the top slot, the Freelander has, so far this year, sold more than double its nearest competitor, while the Discovery, the next highest selling 4x4, sold just under a third more than its nearest competitor.

Sales in the UK of Land Rover's other 4x4 vehicles - the utility Defender and the luxurious Range Rover, are currently positioned fifth and eighth respectively.

Peter Kinnaird, Land Rover UK managing director said, "This is an amazing performance considering that Freelander only started selling in volume at the beginning of last year with both the revised Defender Td5 and the new Discovery at the beginning of this year. Range Rover's continued success confirms its unrivalled position within the luxury car market."

In the first quarter of 1999, Freelander took 28 per cent share of the light 4x4 UK market sector, up from 23 per cent in 1998. During the same period the Discovery took 35 per cent of the of the large leisure 4x4 market, up from 32 per cent in 1998. The Defender, which is now also powered by Land Rover's own all-new five cylinder diesel engine, took a healthy 40 per cent of utility 4x4 sales.

Peter Kinnaird added, "During 1998, Land Rover dealers in the UK invested more than £120 million of their own money redeveloping existing and building new premises. Dealerships in the rest of Europe have also made substantial investments in their customer facilities. The success of Freelander is a direct result of their efforts."

A Landmark for a 4 X 4 Icon

The Defender - icon of the Land Rover brand - celebrated its 50th anniversary in 1998. The introduction in Defender of the all-new Td5 5-cylinder diesel engine at the Paris Motor Show is another landmark in its history and marks a major upgrade in performance, refinement and driveability. Along with the new engine comes a package of electronic traction aids and improvements that take Defender into the new millenium, substantiating its claim to be the world's most versatile vehicle.

An All-new Five Cylinder Power Unit

The new Td5 diesel engine, which also made its Paris Motor Show debut in the New Discovery, develops 122Ps in Defender and 300Nm of torque at 2000 rpm. Driveability on the road and pulling power off-road is much improved and emissions performance is best in class. The engine is so clean that there is no requirement for a catalyst in any market. Innovative technology has extended oil change periods to reduce operating costs.

Extreme Capability From New Traction Aids

Available as an option package for the first time on Defender (standard on certain models), ETC uses the ABS brake system to control all four wheels without any intervention from the driver. Retaining its centre differential lock and coupled with the low range transmission, Defender with ETC continues to maintain its position as the definitive extreme 4WD vehicle with go-anywhere capability.

Stronger Gearbox

In parallel with the new diesel engine developments is a substantial upgrading of the R380 5-speed manual gearbox. Designed to improve robustness and accommodate the greater torque of the new Td5 engine, the modifications include increased bush sizes, new material specifications, a quieter gear-train and a cable selector mechanism for the new 'quiet' LT230Q low range gearbox.

General Servicing: Repairs, Humour, Tales & Trivia

Spilling Beans...

by Dave Bobeck

For those who don't know, I took Tuesday through Thursday off of work to go up to Mike Buonanduci's place in Bradford, Vermont, wherefrom to fetch a 1964 Series IIa 109 Station Wagon. Joining me and supplying trailer and towing apparatus was Quintin Aspin.

I drove over to Quintin's place Monday night, and we set out early Tuesday morning. It wasn't long before the adventure aspect of the trip would kick in. At the first stop, the "Maryland House" rest area on I-95, we discovered after breakfast a rather large puddle that had appeared under the Suburban. Initial finger dipping revealed the telltale red color of ATF. Various tales ensued of why it never pays to pay someone else to work on your vehicles. Gaskets tightened, we carried on, the next adventure waiting just around the corner.

Between alarmingly frequent "rest" stops, (it was the coffee) we thundered along in the Suburban, trying diligently to not inhale too much of the CO seeping into the cab of the truck. One really oughtta have their tetanus booster before setting foot in this thing. Having come through New Jersey and crossed over some bridges, we wound our way through Westchester County to Jared Silbersher's place. We stopped along the way when we saw Eric Zipkin's famous 109 siting in front of a dry cleaners. We wandered around the building until we found Eric. It turns out his new company "Classicgarage.com" is located there. Not having any time to spare we whisked Eric over to Jared's with us, where we then spent three hours admiring, and being disgusted by the giant piles of stuff laying about all over his property. Jared has some really neat Rover stuff, and just about any other item you could possibly want. All stored outside in the weather. Quintin bought a rusted out shell of a two-door Range Rover, so that he could bolt its rusted out panels on in place of the rusted out panels on his own Rangie. We collected the LH door and hit the road for Vermont some 3 hours after first stopping at Eric's.

This was just a bit longer than I'd have liked to stay, but what is one to do. Oh yes, I nearly forgot, Eric and I noticed the tailpipe of the Suburban hanging down, and Jared happily supplied some coat hangar to repair it after the obligatory "I fixed that with a can once" stories were exchanged. We were on 84 North somewhere in Connecticut, when just as I was telling my own "can" story, the tailpipe broke off, its divorce from the rest of the truck announced by the familiar scraping of metal on blacktop. We pulled over, and Quintin tossed the offending bit into the wet grass on the median, where it dissipated its last ever warmth in small puffs of white steam.

I took over the wheel somewhere in Connecticut. Eyes burning from the fumes, we arrived at Mike's at 7:30 pm on Tuesday. The 109 was sitting in front of the barn as promised. It didn't take long for Quintin and I to find all of the problems with it. Mike had told me over and over that it needed a lot of work, but I had high hopes anyway. We banged hammered and puzzled over the way the frame was bent and what kind of filler was used in places and for what reason. The truck has potential but only for someone who is interested in a serious restoration, or as a parts car. I of course was ready to buy it in a fit of rationality I decided to wait until I had seen Jeff Meyer's truck, and come back for this one if I changed my mind. For anybody that wants new or used Rover parts, Mike does have quite an assortment, and he's a pretty reasonable guy. Ok, plug over.

By this time it was dark, and raining quite hard. We called Jan and headed north to her place, empty trailer in tow. At this point the fumes were downright intolerable. We arrived at Jupiter Hollow around midnight, this time greeted by friendly dogs as opposed to down the road where we made a wrong turn and had two ferocious sounding dogs unleashed into the yard to fend us off.

The driving had been very tiresome as the roads were dark and with the rain and the Suburban's barely adequate headlights, we could barely see the edge of the road. Nevertheless, we found it within ourselves to stay up and have a few Guinness and some single malt. When the conversation turned to outdated computers I quickly faded out. I grabbed a spot on the couch and let Quintin have the spare bed as he had done the better part of the driving.

In the morning we went outside to find that the weather had turned much nicer, and the sun was finally poking out between the clouds. We unveiled the remains of Jeff's parts truck, to find that it was actually in fairly decent nick. A little poking around and a phone call to Jeff, and a deal was struck. It's a 1960 SII. It was originally a Station Wagon, but Jeff used all the wagon bits to build his truck. I will be converting it to a two-door pick up. Most of the bits are there but I will need a rear body and a pickup cab, plus a rear crossmemeber and perhaps an outrigger. The bulkhead is in great shape but will need some minimal patching to the footwells only.

We loaded the truck up and went on our way, following Jan to Rovers North, to pick up a loaner bonnet for Jeff, and to see what goodies we could find. The people there were nice, and Mark Letorney asked Les to give us a tour of the place. We had

them make a key for the new Rover and they gave Quintin some cut off exhaust pipe to fix the Suburban with. Looking through the latest newsletter, Quintin spotted a 109 Series II front pipe for only $25. I bought it, marveling at the delivery tag from 1963. This piece has been laying around for a loooong time.

We said our goodbyes to the friendly folk at Rovers North and made our way to the next stop, the Magic Hat Brewery. After a short beer-tasting session, I purchased two growlers, one of "Blind Faith" and one of "Bob's Ale" or something like that. We waved goodbye to our gracious host Jan and her three pups, and went on to Shelburne Farms to pick up some of their fantastic Extra Sharp Vermont Cheddar. Yum. The rest of the trip was long but fairly uneventful, the repaired exhaust doing its job and the nice weather making things much more pleasant then the way up. We made it all the way to the second to last rest stop on the New Jersey turnpike, where I pulled into an empty parking area, and we stretched out on the seats and crashed for the night. We woke up at the crack of dawn to find ourselves surrounded by big rigs that had pulled up in the middle of the night. Time to hit the road. Finally we arrived in Arlington at about 10 am and unloaded the new beast into the garage that will be its home for the next few months. I will keep everyone posted as things progress.

It already has a name, but it is a secret for now.

Drip, Drip, Drip... A Friday Story

by Mike Rooth

As is well known, Bloody Nora was less than impressed with the secondhand radiator I bought her last year. She kept up a constant drip from the bottom hose spigot, much like a grizzly kid. I ignored her. She dripped on. I ignored her even more. So she threw a tantrum in public, on the car park at work, no less, and I went out to find water on the ground underneath.

"You wouldn't" I said in suspicion, and had a quick look in the header tank. Empty. Wet, but empty. Mmmm…. Consider priorities here. Booze supply well up, so no problems there. Right you old bag, lets get you home on what water you have graciously deigned to retain. She made it, but got warm a bit sharpish.

Being no lover of unnecessary labour I proceeded to attempt to stem the flow, as it were, with proprietary compounds, like gasket goo (no luck) and a cure-all known as Plastic Padding, type hard. "Sets hard" it says on the box, "In ten minutes". It was after half an hour, with this wonder material roughly as soft as when it went on that I looked idly at the price on the packet. Eight shillings and sixpence. Ah, perhaps it *is* a little…er… vintage?

So, the next morning, out with the radiator. That bottom spigot was so bashed about that I wondered how it had ever sealed even as much as it did. And also why I didn't notice it when I put it in. Probably because I was so novelty stricken with the drain plug that actually worked.

The original intention was to run some solder into what I thought was a single crease in the spigot but this option was all too clearly no longer a possibility. When in doubt use brute force. I found a piece of brass bar and retired to the workshop. Ten minutes later, having cleared the workshop floor so I could actually get in, the lathe was revolving merrily amid a shower of golden swarf. Poetic, isn't it?

When I finished I had a handy mandrel, just a little smaller in diameter than the spigot. I hoped. As luck would have it, I had. This mandrel, persuaded up the spout with a (largeish) hammer, returned about an inch and a half of hose spigot to the correct rotundity. Enough, anyway to provide a landing for the hose clip. "Which", I thought, "Is the end of your problem". The end of *that* problem, maybe, but look at that fan belt, clearly visible without the radiator in. About eleven years ago I changed the fan belt, and now its all but gone. Don't make things like they used to do they?

Solution? Put the original fan belt back on. The radiator, it seemed, was reluctant to return to whence it came, but yielded to an extensive vocabulary eventually. The grille (the proper wire sort) being replaced, I tried the lights. Stubborn to the end, no headlights. These are earthed via one of the badge screws, a whimsical and some may think, charming mod by some previous owner.

Clean earth. One headlight. Clean earth *properly* both headlights. Which is just as well, because the previously healthy booze situation is now in a perilously battered state.

And it's Friday. Of course.

And what do we do on Friday after work?

3 new members in April

Nathan Fowler of Russell, ON with a 1968 SIIA 88

Regan Warner of Clayton, ON

Dan Rao of Great Mills, MD proud owner of a 1963 109SW

Laz, a Friday Story

by Ben Smith

And of course it had to rain. All week in Seattle it's been sunny and cloudy, but no rain. What happens the day that I go up to get a 101? It rains. And rains.

I arrived at Gregg's house at about 6:30 PM with the Black Watch and a trailer in the rain. He had the garage open around the bay of the Prototype. As it sat, the prototype had no windscreen or top. I positioned the trailer and the BW and we pushed the 101 out to the trailer ramps. Then Gregg brought his functioning 101 (Mike Fredette's that Fredette hasn't collected yet) and with a tow strap we pulled the RHD prototype up onto the trailer. I secured it down with straps.

Then we started attaching the bits. First the windscreen, which didn't want to go on. Then the rollbar. There is a 101 canvas tilt, but no complete hoop set—there are the bits from about one and half hoop sets, some are broken. So I used duct tape and hose clamp to get things together enough to put a top on. I had to scavenge among the hoop sets for the bolts that attach the hoops together. And the door frame was put on. The doors that it had on (the ones with locks/latches) didn't have door tops, so I put on the other set which does (but has no latches). So the doors were tied shut, though they don't close fully and one top is missing the sliding pane of glass. And I figured out (sort of) how to put the 101 tilt on. The tie down ropes were missing along the sides and rear. Then I loaded the 101 up. The 101 winches are bloody heavy! And that's with 2 people lifting. 2 spare axles were put on the trailer.

All said and done I spend 3 hours in the rain loading, etc. And then the rain stopped. Bloody weather–just to spite me. The 30 mile trip down I-90 to Seattle and up to a friends house was interesting. I didn't like driving much above 50 mph. Above that with engine braking it gets a little squirrelly.

When I got to Walker's last night at 11 PM, after immediately eating dinner, I put ropes down the length of the tilt so that I could properly secure it down. Of course the wind off of Puget Sound was bitterly cold with strong gusts. A guy down the street that has a Unimog stopped by to talk about the 101. Birds of a feather.

All said and done the trailer that is parked outside a friends house has on it:

- A complete RHD 101 with winch in woodland camo.
- A full rear axle brake drum to brake drum and diff
- A front axle with diff, spindle on one side to the chrome ball on the other.
- Inside the 101:
- Extra hoop bits
- 3 full length drop sides (2 from the other 101)
- 3 101 doors (bottoms only). (none are on the other 101)
- A 101 fuel tank
- A flat spare
- A 101 winch, still attached to the frame section of the 101 that it came from.
- 2 101 seats (from the other 101)
- Some LR mufflers.

All that I left behind was the stripped down other 101 that I'll go get in 3 or 4 weekends.

The prototype's history should be interesting. The windscreen has 4 "St. John's Ambulance" stickers, and a sticker that says:

Discount Autoparts
Sat, 18 Oct 1986
Cambridge Stages
Organized by the Cambridge Car Club, Ltd.

So I guess that it has been out of the service since at least 1986. Mike Fredette looked the 101 up with LR. I have a photocopy of the letter that says that the 101 was built on or about 14 March 1973. I don't have the copy of the build page–yet. The frame matches the number plate. 95600016A. I have a title for 25413233B, a LHD export 109" "1967". Suffix B was last used in 3/66 for that sequence. If it is a '67 then it should be a C or D suffix. It has valid Oregon plates, so I can park it on the street.

It's going to be a long 850 mile drive at 50 mph back to California this weekend. I think I'll stick to driving only during daylight hours. And the mountain passes will be taken really slow.

But as Russ Wilson has said, it's like Christmas when you are 12. Laz is definitely mine!

Known North American Land Rover events, a general guide for 1999:

June 18-20 - The Birthday Party, v.XVI, Silver Lake, eastern Ontario.

June 26-27 - Downeast Rally XI, Camden, Maine.

Mid July - Calabogie to Flower Station run.

August 12-15 - Solihull Society Rocky Mountain Rally - Breckenridge, Colorado $30 per members, non-members $60 per person, kids under 12 free. (for more info write jwrover@colo-net.com or telephone 303 774-9225)

September 4-5 - Portland All British Field Meet. Always an excellent turnout of Rovers. Free camping on the grounds of the Portland International Raceway. Swap meet Sunday

September 18-19 - 9th British Invasion, Stowe, Vermont. 600+ British cars of all marques. 40 Land Rovers last year. Events include: Static car show, People's Choice Awards. Tug of war (Austin Mini owners vs. Rover owners), Battle re-enactment, rugby, polo, cricket. Contacts: Chris Francis at Ye Olde England Inne, Stowe Vermont or Mike Gaetano 508-497-9655.

Gardening with Mr. Churchill

by Alan Richer

So, Spring is here, and a young man's fancy turns to….anything but gardening.

And I do mean anything. However, SWMBO has her heart set on sprucing up the landscaping. I personally don't see anything wrong with it - dead grass doesn't need to be mowed - the shrubs in the front of the house are still (more or less) green, you can't see too much of the Rover junk…

However, she was not to be diverted, having spent the past week with a set of Ortho books on landscaping and decided JUST what she wants - not mentioning, of course, that you-know-who was going to have to deal with it.

But I digress…

So, one fine Sunday morning last week, the wife and I head off in Mr. Churchill to Home Depot, to buy a few landscaping supplies. While we're there, she decides that perhaps the plastic edging I wanted to use for the front shrub beds isn't pretty enough - oh, look, dear, why don't we use some of those brick? They'll be pretty.

OK, fine. You want the frigging brick, I'll blow a day on my hands and knees setting the sodding brick. Front and back flowerbeds? Do you realize how many brick that's going to take? Fifty - sixty, to be exact? AND the rhododendrons? and the lilacs? And topsoil and bark mulch?

Dear, we are not driving a tractor-trailer… oh, very well.

$357.00 later (which included a string trimmer - I am NOT weeding this shit on my hands and knees!) we wheeled two carts filled with the following out to Mr. C:

14 rhododendrons (to replace the scrubby arborvitae out front)
5 lilacs (same with the scrubby, winter-killed plants out back)
25 pounds of rhodo food
75 pounds of fertilizer for the lawns
ditto limestone for the acidity
10 pounds of grass seed
2 flats of annuals for the windowboxes

I went back inside, to get the second load, which consisted of the aforementioned brick, 4 bags of topsoil at 50 pounds each, and 4 bags of hemlock bark mulch, ditto. Now these aren't your typical silly little clay brick – these decorating monstrosities are 2 inches thick, 10 high and 2 feet long, with a scalloped pattern moulded into the top edge.

WhattheHell, if she likes them fine. Problem is - and I'm sure you've seen this coming - is that 50 of these miserable little monsters (at about 6 pounds each) is a bit more than your average pickup truck is going to be happy with, even without the previous load. Even Mr. C grunted on this one, and I was getting a bit concerned about the tyre's load rating…

After fending off two 70-year-old helpers and a manager concerned for my heart rate, I finally got all of this loaded into the 109 and attempted to make a snappy exit for home, grumbling about the amount of work SWMBO had set for me. Unfortunately, Mr. Churchill had other ideas. The loading not being optimal (wish she'd made up her mind on the damn brick before!), the majority of the weight was over the rear chassis and not between the axles, making steering….interesting. Anything over 35 MPH led to Mr. Churchill doing what I call the supertanker dance - periodic, very hard to damp oscillations that had the truck pointing everywhere but straight down the road.

I must say one thing for the supertanker dance - SWMBO said not a word as we squirreled our way home, me cursing and watching very carefully the road ahead for stoplights and mortals foolish enough to cross my path.

Even with the interesting steering, make it home we did, to 6 hours of backbreaking stoop labor removing old shrubbery and planting new, placing edging bricks and generally dealing in the type of work God made slaves for…but homeowners take a perverse pleasure in doing themselves.

Looks quite nice - but I've hidden the landscaping books till this spate of house-pride wears off….

Some Vehicles etc. For Sale received in the club mailbag. (Note: If anyone wants to sell or trade parts of vehicles, drop a line, either by post or e-mail with all the pertinent details, and they will appear here.)

1976 SIII 12v Lightweight, s/n 95402318, original petrol motor and transmission, never been winter driven, in good running order. Includes a good selection of spares.

Originally owned by the Saudi National Guard. A fairly large fleet of these vehicles were purchased in the mid-seventies, and were primarily used for training exercises, they were soon parked as military surplus vehicles. The vehicles had canvas tops and were unpopular with the soldiers.

It was imported from Saudi Arabia last year. It was my daily driver from November 1996 to March 1998, During that time it had one major overhaul to fix the seals and to get it running like a charm. We put new shocks on all four wheels, and steering dapener, the brakes were restored, and the upholstery was redone in red velvet!

$10,000 CND, or best offer. Call Terry at (613) 525-5124.

Dr. Drip Does the Twist

by John Hong

Hello Greasy Readers,

Dr. Drip is happy to report that he has survived his 2 welding classes with only mild scorch marks to his ego and can now relate to you his Colorado adventure in March.

The event was the "First" Annual Twist Off. Born of He man posturing on the D90 email list (www.yellowdefender.com) the Twist off was supposed to settle once and for all the eternal question "Mirror Mirror on the wall whose Rover be baddest in all the Land."

What was envisioned as a relatively intimate gathering of 15-20 Hard Core D90-listers soon snowballed into a raw meat chomping horde approaching a hundred.

Dr. Drip arrived without mishap very early Friday am after a rather chilly drive through the mountains of Utah and Colorado in the roofless red rover. He is quite certain that snow was present at the higher elevations.

Friday day was spent strutting and jiving with the arriving masses of spectators and many an internet name was put to human face. A thoroughly enjoyable process!

Friday night was spent at a delightful BBQ dinner at the home of Bill and Rachael Burke conversing and consuming mass quantities. There was also a very fine raffle and auction. Many thanks to the Burkes!

Saturday morning was devoted to the ramp index travel testing and in the afternoon the hordes regrouped at the infamous 21 Road for the offroad trials.

From the Lovely Miss Stephanie and her new camera come these 2 images.

The winning RockWare D90 tackles a section of the 21 road. There are also several famous people in this picture.

Tom Collins, US Camel Trophy Organizer in orange and black jacket on the left.

Bill Burke, US Camel Trophy Team 1991, in ponytail in front of the D90. (www.bb4wa.com)

Jim Allen of LRM (www.lrm.co.uk) and 4 Wheeler Magazines with camera and backwards ballcap just behind the D90.

Marc Williams, new editor of 4 Wheeler Magazine wearing shorts and moving into camera position just in front of Tom Collins.

Joe Lucas in bottom right-hand corner probing nasal passage. (www.miningco.com)

While Dr. Drip is fairly certain that the RockWare vehicle placed first and the Desert Rover vehicle a close second, he remains oblivious to the exact technical reasons why and begs forgiveness. Full details will be forthcoming in several motor mags soon so seek statistics there gentle reader.

Sunday morning began the trail ride from Grand Junction. CO to Moab, UT.

Here we have a picture of Stephanie's Boyfriend's Rover Spot near the Colorado River. (Dem damn Dee90 guys get all the hot chicks!)

There were 2 groups of about 20 Rovers each plus a couple of "Domestic" trucks. As DD had never done the offroad thing in either of these states, this was a most enjoyable ride right up to when all of the bolts fell out of his rear prop shaft. *cough!*

Anyway, many of the Twistoffers remained in Moab for the rest of the week to participate in the Easter Jeep festival but alas Dr. Drip had to return home.

In closing, the Dripster is delighted to learn that the American musical icon Chubby Checker has several songs that involve Twisting and perhaps they will utilized as theme songs at next year's TwistOff 2000.

Red Death Ride(s) Again!

by Jeff Berg

I wouldn't have believed it if I hadn't seen it with my own eyes. Spenny's Wayback Machine, or as Steve Denis dubbed it the Red Death Ride, is back in service. Spenny drove WbM down to Assateague Island, MD for the Spring R.O.V.E.R.S. beach run on April 24.

If several of us have didn't have multiple club affiliations it could be argued that OVLR and Empire both made a better showing than the host club. Other OVLR faces included Dave Bobeck, Quintin Aspin, Bill Caloccia, Peter Goundry, Mike LoiOdice and me. Eric "AB ext. 231" Riston was supposed to stop by on his way home from Moab. A viral infection, some vehicle damage and a five-hour dinner with Pam and Charlie Haigh in Colorado forced him to head directly home.

After a "dark-n-stormy" evening for those camping it was sunny, though still a bit cool for the event . Two vehicles–one Series, one Disco-suffered overheating problems though. Q's J-reg and Bill's plushmobile (w/Riston-inspired interior) showed symptoms of Nigel's disease when the left front windows fell off the tracks on both Rangies. (Of course Q managed to shatter *his* window while trying to affect a repair-anyone got spare glass for an early 2-door laying about?) Mike Loiodice suffered a still-worse fate when his transmission failed. Q towed him home using a rope across the Bay Bridge. ***[Towball Nomination!]*** A dicey project even by Quintin's somewhat relaxed standards. Sorry, I wasn't a witness to it so I don't have any photos.

Lunch was BYO. Most of us settled for sandwiches and chips but R.O.V.E.R.S. President Peter Cosmides and his young sprout were spotted grilling up shrimp on the barby. After lunch the group continued on to the fence along the Maryland/Virginia border. There a drawing was held for prizes provided by Atlantic British (Remember, ext. 231!.) After the drawing people started to head back up the beach. Soon a single R.O.V.E.R.S. Series owner found himself surrounded by the OVLR/Empire contingent. (How did we neglect to sign him up-he was obviously a decent chap.) After more chatter we too headed back to camp (or to our cushy Ocean City motel suite) to shower before dinner. The entire OVLR crowd rendevoused at Fins Beach Bar and Grill (I chose it at random from and ad in the paper-how was I to know it was Ocean City's Official Jimmy Buffett party HQ?) (*yeah, cough, right —ed.)* for dinner and drinks. Best feature of the restaurant: a Maryland License tag "FINS UP" hanging on the wall.

Bill and I never caught up with the rest of the gang on Sunday. After a leisurely breakfast hit the OC boardwalk and enjoyed the Maryland International Kite Exposition. There we saw what might be the result of a top-secret Team Daphne research grant: the vehicle recovery kite. 5 stories tall and said to cost US$20K, the kite was anchored to a big pickup truck. The truck itself was anchored into the sand because last year the kite dragged the vehicle along the beach.

That's my story and I'm stickin' to it.

Top: Stopping for lunch; Bottom: Can that be comfortable?
Photos: Jeff Berg

Its been a productive week with GreenHELL

By Dave Bobeck

I finally replaced the binnacle/surround/cowl thing on the dash. The whole job took about an hour, including a few minutes to bandage the insulation of a piece of wire that had gotten pinched behind the dash somewhere. Now the instrument panel doesn't bounce all over the place anymore and I can forget about trying to jury-rig something to fix the old one. Perhaps a plastic welder should be on the list of necessities for the well equipped Series III owner. Wednesday I finally got around to replacing the Master Cylinder which purchased two years ago from DAP had started to leak around the front fitting for the reservoir. This is the Series III dual master doo-dad. There is no way to remove the reservoir from the front attachment without wrecking it. I have no idea why they made it this way, it really is kind of idiotic. Anyhow,

I had several options:

1.Rebuild my old one- this had been leaking around the mounting flange- sign of bad seals. rebuild kits are $35.

2.Rebuild a friend's old one—same deal.

3.Replace the reservoir on mine-questionable tactic-if the reservoir seal went bad, how can I gauge the quality of the rest of the unit? BTW, the brake fluid went black in this one shortly after I put it on. Yuck. *Yes, I used Dot4, Castrol GTLMA only.*

4.Use the same friend's ***new*** one, as his chassis is being swapped out for a coil spring kit and he no longer needs the original brake bits. this one is brand new, we put it on a few moths ago. He drove the truck home, it sat in front of his house and then we drove it back to the garage where the vehicle was disassembled, so it was only used twice.

So, yeah. I tried to rebuild my original, genuine parts unit. To get the seals etc out, you have to remove the snibulator valve which is done by the application of a half inch hex key and a heavy application of fist/hammer/shoe/noggin etc. I chose hammer, but I had things lined up wrong and ended up putting the end of the hex key through the reservoir. The inside of the cylinder looked great, just the seals were worn, but the reservoir is now toast so this is a rebuildable core at $85-90. Could be worse. Decided to bail on this one though and try Rich's old one. Same deal, this time didn't puncture the reservoir, but the inside of the cylinder had obvious marks form a hone, i.e it had already been rebuilt. I gave up and decided to use the new one off of Rich's truck. Ron O'Day ('74 SIII) was helping me so he set about removing it. I got my vehicle on jackstands and removed all the tires. I went around and checked to see if all the bleed screws were loose, and they were except for one. The left rear didn't want to budge. I removed the brake drum, popped the seals out of the cylinder, and started applying heat to the bleed screw. It did end up moving, without shearing off but it did take the aluminum threads with it, rendering the cylinder useless. I had problems with this one in the past, the pistons getting stuck etc. Luckily Rich had installed some new ones on the back of his 88, and of course these were also surplus to his needs at this point, so off one came and on my truck it went. This actually being a replacement for one I had given him, a rear wheel cylinder that been on my front axle for about a year and a half. oops. He had subsequently buggered the threads on one of those so this one was brand spanking new. Sweet. All bled and working fine, the vehicle really stops well now. Had to go back and tighten up one of the fittings into the Master Cylinder, but that done all is perfect. Yea, right.

Saturday evening, Ron O'Day called to beg some help getting his 88 started up. It had died on him, and a new battery hadn't solved the problem. There was no response when turning the key. I put my voltmeter across the battery terminals, and there was no voltage drop when he tried to start it. Hmm. Next was to make sure there was power everywhere there ought to be. I tried the test light on the various solenoid terminals, etc, and on the ignition switch. Everything was as it ought to be. I

The trip down the beach…
Photo: Jeff Berg

checked for juice at the solenoid from the ignition switch but I got nothing, so I removed the wire form the spade fitting, in the process breaking the terminal off of the 10 gauge brown wire that sends battery voltage to the fusebox, and hence the rest of the car. Oops. BTW it was dark and not entirely warm when all this was going on. OK, the terminal was salvageable, seems Ron had only *sort of* crimped it when he replaced the solenoid 3 years ago. So, that bit saved, and re-crimped, there was no response from the solenoid when it was jumpered directly to the battery. A few taps on it with a wrench handle, and a reattachment of the jumper wire, et voila. I pinched the spade connector to make it a little tighter and reattached the wire from the ignition. It started right up. So the solenoid had somehow gotten stuck in the open position. This again was a DAP part. The bad wheel cylinder that I replaced was the last of the original ones that came with the truck. It was one that Guy Arnold put on there. I guess four years of mud slogging isn't a bad life span for a wheel cylinder. By the way, I also use the little rubber bleed screw caps that come with the units. Sunday I removed the freewheel hubs and replaced them with the standard drive flanges that I had purchased from Mike Buonanduci. The hubs had been leaking, and since I never unlocked them i felt they were useless, and potentially damaging if not used in the locked position often enough. Also they have suffered some rock damage and one of them has become hard to turn. I cleaned up the drive flanges and installed them with new fiber washers and old split pins. I like the appearance without the big freewheel hubs and I also feel like I have removed a weak link in the Rover's drievetrain. I did notice that there was some water in the passenger side hub, this being the one that was under water for several hours while the vehicle sat on its side in 12" of water at last year's Mid Atlantic Rally. I'll have to check the back axle and I also need to check all the other gear oil levels. Next on the list is to try to patch some of the holes in the rear body again, and I am toying with the idea of moving the seat bulkhead back. Perhaps I will try this on the spare tub I have sitting in Spenny's backyard. It would make more sense since its not on the truck and hence there wouldn't be as much down time, but I'd rather do it to my butchered up old SIII tub than the nice straight SIIa one.

To be a Farmers Boy…

by Mike Rooth

Went to the County Agricultural Show this weekend. Several grey Fergies, one running a circular saw. That made it grunt a bit. One Amanco open crank barn engine that sounded nice. Also a very tastily restored 80 inch parked with them with the original spade back seats. Also a 109 S11a fire engine. Photos obtained, but miles of film left yet.

Daughter was asked to ride a woman's 5 y. o Arabian mare in the ridden Arab showing class. Its first show and she goes in at County level. Mares name is Texas Belle, on account of her being 'Merikan. American got head hunted from the US over here, and said OK provided they paid all his relocation costs *and* brought his stud over!

They did. He *must* be good at something. Sold the woman, who is Sith Efrikan, the little mare cheap. Then she lost her nerve. Belle *was* a wee bit wild. Daughter got her calmed down in three weeks or so, and the mare behaved impeccably throughout. *I* found out showing is **boooring.** I've not all that much time for Arabians personally, bit I must admit its a pretty mare.

MFH of a bloodhound pack entered the main ring with his hounds. *Huge* fat bloke. Pity the horse. Horse stood on his long whip, and he came flying out of the saddle, did a complete somersault and landed flat on his back. How we laughed (ahem). Took two strong men to get him back again.

Terrier racing is fun, at least the way this one turned out. Commentator asks for volunteers from the audience. Any sort of dog, but terriers preferred. The lure is a bit of rag tied to a cable, hauled in by a winch. He got his volunteers, three Jack Russells, two dogs and a bitch, one Border Terrier, and a Labrador. The Lab wandered off, the Border did its own thing and the Jack Russell bitch was in season, so it turned into an instant terrier gang bang. And then a fight between the two dogs. One had its teeth locked into the other. Bucket of water time….

In the next heat. well, there always *somebody* turns up with a greyhound. Highland cow with calf (and horns) became frightened and got loose. Tore through three showing rings with events going on in each, and in each case took the ropes with her. Result pandemonium and no rings but cow with plenty of rope. They look small and cuddly do Highland cattle. Until you look at those horns.

That was fun. I'll go again next year…if that Tetley's pub looks after its beer a bit better.

The beer was *too* bloody warm. I tried the XB the first day and it was thin, and the Old Peculiar the second and that was almost sour. *And* it was Tetley's own portable pub. It's carried around on a fleet of bloody great lorries. Aforementioned lorries drove onto the showground on the Saturday evening and promptly bogged down. You can imagine how worried *that* got the assembled farming types. Just think. The prospect of **no beer** for a whole two days.

An awful fate, too terrible to contemplate. Assistance had to be provided. Thirsty masses demanded it. The assembled tractors proved useless at ale rescuing (which probably adversely affected sales for the next ten years).In desperation, the fairground lads, having been informed of their possible fate, rose nobly to the occasion. They brought one of their big Scammel fairground tractors over, with a winch on it that makes a Koenig look like a kids toy, and *dragged* the beer lorries into position. Sighs of relief,(and probably free pints) all round.

The 16th OVLR Birthday Party

Sweet Sixteen: Silver Lake 1999

Background

For 51 years, since the Amsterdam Motor Show in 1948, the company's products have served the world and are still hailed as masters of rough terrain travel. OVLR celebrates its 16th Birthday since that fateful day when local members of the Association of Land Rover Owners of Canada established a local chapter. The Birthday Party is a rather unique event, different from many of your average rallies as seen in articles written for Land Rover World and Land Rover Owner magazines.

The Event

The 16th Birthday party is being organised and hosted by the oldest and largest Land Rover club in Canada, Ottawa Valley Land Rovers. Members from the Empire Rover Owners Society and the Upper Canada Land Rover Association are also in attendance for both their logistical and entertainment support. The event will be held near Silver Lake, Ontario, because of the geographical location being central to the bulk of OVLR regional members as well as having some diverse terrain upon which to host the event. (bedrock, cedars swamp, and mud). Silver Lake is located about sixty miles west of Ottawa on Highway 7.

People with an interest in Land Rovers will be coming from Quebec and Ontario and the northeastern United States to participate in activities and share ideas, experiences and yarns. The event is open to all Land Rover Products – Land Rover, Range Rovers and Discoverys. Owners of Rover cars and other vehicle makes are most welcome to attend and participate in the spirit of the event. However, certain activities will be only for Land Rovers (i.e. RTV Trials, Land Rover displays.) You do not have to be a member of any club to attend and participate in the event; however, because of insurance requirements you must be a member of OVLR to drive on the off-road.

For information on past Birthday Party's go to the Past Events pages where write-ups on the 12th, 13th, 14th and 15th Birthday Party's are covered by various OVLR members

When

The Birthday Party is traditionally held on the third Thursday of June. This year it will be held from Friday June 18th – Sunday June 20th.

It may be a good idea to plan ahead, so book your holidays now! It could be that trips to and from the event would be organised by members lasting several days. In the past, members have taken a week off to do a double header of the Birthday Party on one weekend, then traveling from Silver Lake to Camden, Maine for the annual Downeast Land-Rover Rally (information on this rally can be found elsewhere in the newsletter)

More Information

More information will be available in future issues of the newsletter, or the club Internet site at `http://www.off-road.com//OVLR/.` For more information now, ask one of the organising committee members listed on the last page.

Registration Fee

An anticipated Event Registration Fee of $25 per adult entitles OVLR members to enter the vehicle in all the activities such as off-road events, Vehicle display and certain other activities. Other fees are - $10 per child 6-12 years of age. Children under 6 are free. For non-OVLR members, the fee is $30 per adult. Non-members arriving in their own Land Rover and wishing to drive in the RTV or off-road course the fee will be $50. ($25 entrance fee plus $25 membership fee) Our insurance policy requires this.

Payment

Your registration must be received by the 10th of June in order to guarantee entrance to the Birthday Party

Arrival

On your arrival at Silver Lake, you will need to register yourself and your vehicle at the Official Registration Point on the event site (Look for the signs). You will be issued with your vehicle identification, a programme and other information. Event clothing, T-shirts, vests, grille badges, pins, key fobs etc. will be on sale throughout the weekend at the OVLR trailer.

Activities

Full programme of activities will be provided at the event, however, the basic details of each activity are as follows:

Friday:

- Participants arrive. There are no organized activities and everyone looks after their own meals.
- The registration desk will be open after 4pm. It will be located near the Kitchen trailer. Please be sure to sign in and pick up the event package

Saturday:

- Swap meet for those interested in bringing up used parts to sell, pawn off, or trade
- Departure for the first off-road is at 10AM. First aid kits and fire extinguishers are recommended for each vehicle. Helmets should be worn by children. Children are not permitted on the heavy off-road course.
- Lunch (hot-dogs and hamburgers) will be provided by OVLR.
- The afternoon will consist of another off-road and the RTV Trials and other activities.
- Dinner will be provided by OVLR. The day will close with a social evening. Get to know fellow Rover enthusiasts.

Sunday:

- Breakfast will be at the restaurant across from Silver Lake Provincial Park
- Auction of Land Rover accessories

Food in general

OVLR will be supplying Saturday lunch (hamburgers and hot dogs), Saturday dinner, and a coupon at Ben Barbary Restaurant across from the Silver Lake Provincial Park for Sunday breakfast. All other meals are the responsibility of the individual. Campers on site can cook their own meals on cook stoves. No open fires are allowed at the event campsite. Those staying at the Provincial Park, open fires are allowed in prescribed locations. There are also a number of outside restaurants in the area where you could go for meals if you are so inclined.

4WD and 2WD Trips (light and heavy off-road trails)

There are a number of forest trails and roads available in the surrounding countryside where you can green-lane to your hearts content. As some portions of the light off-road may be on public roads, all vehicles going on the off-road must be plated and carry valid insurance.

RTV Trials

There will be a proper, for real, formal, UK-style trials course set up. Only road-taxed vehicles may enter. Prior to competing, all vehicles must undergo scrutineering and get a course marshal to sign-off on the rally card. There will be a number of stages where you must maneuver your vehicle through a series of canes without touching them. Points are deducted for each cane touched. Vehicles will be divided by class and age. OVLR will be using the rules established by the Association of North American Rover Clubs (ANARC). Where there is a difference between American and Canadian rules, the Canadian rules shall apply. RTV rules are available upon request from Bill Caloccia, Bill Leacock, or Kevin Willey. Prizes will be awarded to the top participants.

Sponsors and Vendors

While there are no vendors at the Birthday Party, individuals can bring items that they may wish to sell or swap. However, they are responsible for taking any unsold or untraded items off the property with them at the close of the event.

In the past, Rovers North, Atlantic British, British Bulldog and Mini-Man have all generously supported OVLR by donating items for the club to auction off at a club auction, normally held Sunday morning.

Birthday Party Accommodation Information

There are a couple of changes to the Birthday party reservation process this year. All reservations for Silver Lake Provincial park can only be made through Christine Rose via email (`tcrose@magma.ca`) or telephone at 613-823-3150. The park is going to automated telephone reservations, but our section of sites, 1-42, will not be made available to the public. Members must contact Christine and request a site and provide her with the following info:

1) First & last name, address,
2) phone number,
3) type of credit card,
4) credit card number and expiry date,
5) date of arrival and departure,
6) total number of adults and kids.

*Note: the credit card will **not** be processed until they arrive and check in at the provincial park.*

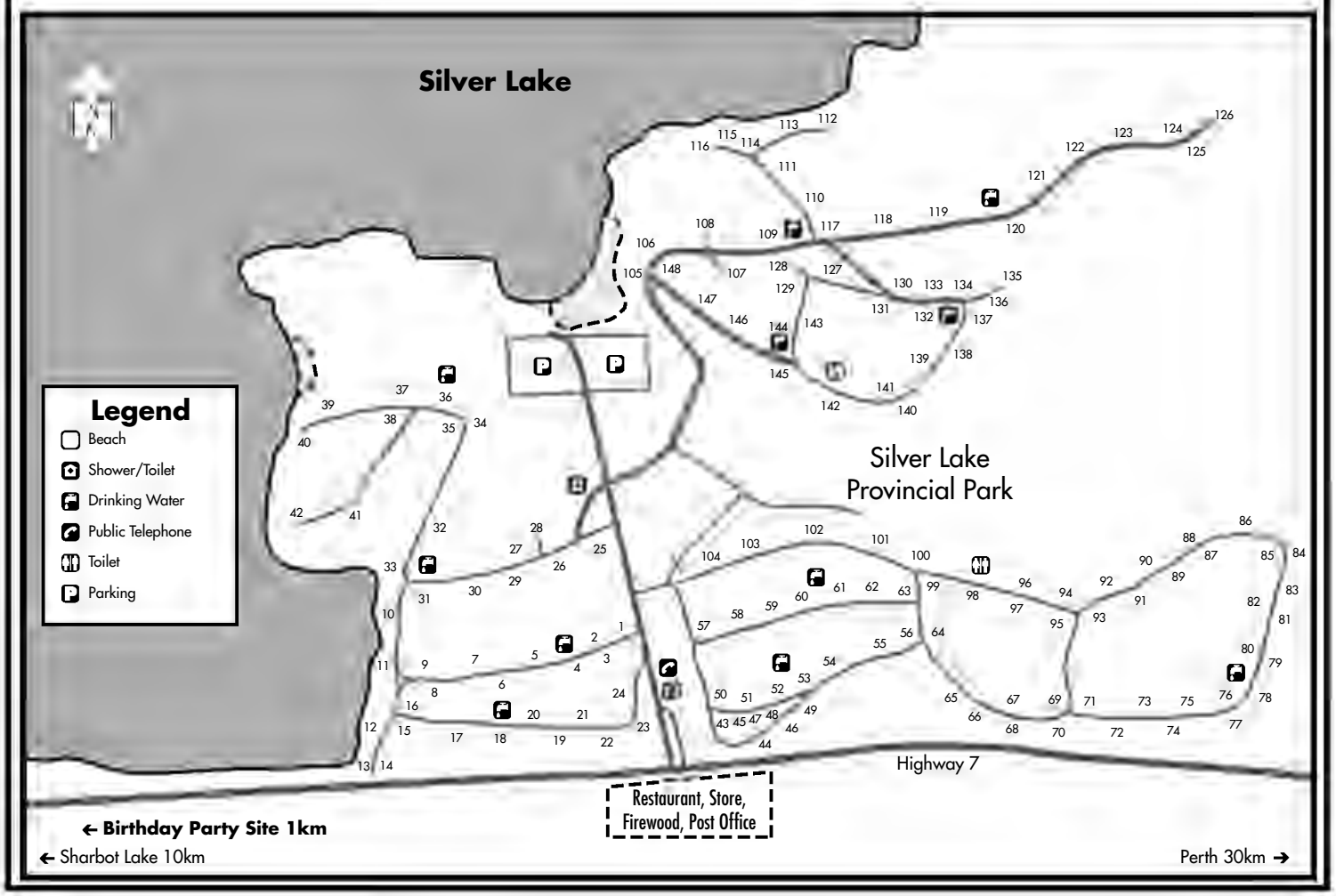
If you wish to stay elsewhere in the park, you will need to phone the park to make your reservation, you will need to state you are with Ottawa Valley Land Rovers. The OVLR section is tentatively reserved until June 6th. Park phone lines open May 1st at 8:30 AM. The number is (888) 668-7275 The Park website is `www.ontarioparks.com/B22.html`

The Silver Lake Motel is located across from Silver Lake Provincial Park. For reservations, telephone (613) 268-2511

Camping is available on site. Those camping on site should indicate on their registration form. Toilet facilities are available, but no showers on site.

Also please take note this is the way you will be letting the event coordinator know if you are attending the Birthday Party, so if you are staying at Mrs. Deacon's (on the BP site proper), the Motel, or elsewhere in the park **you must still contact Christine to reserve your place for the event.**

Registration for sites 1-42 is now open, so please call or email soon to ensure geting your first choice camp site. You will also be saving the $6.00 pre-registration fee normally paid to advance book a site at the park.



If vendors wish to send up flyers, catalogues etc., OVLR will set aside an area where these items can be distributed to attendees.

Accommodation

See section at right

Dogs

Dogs are discouraged for a number of reasons including heat, barking, and not being permitted on any of the off-road courses (who will take care of it if you go?) but are permitted on a leash. Dogs must be kept at least twenty five (25) feet away from the club Expedition/kitchen trailer.

Getting There

Most people will make their own way to and from the event. However, some members will be planning convoys to and from the event (we know how reliable some of the older vehicles are). Check with your local members to see what's happening.

Locally *(Ottawa Area):* Traditionally, the Westgate Shopping Mall at the corner of Carling Avenue and Merivale Avenue is used on the Saturday morning, departure at 9am. From Ottawa and Area: Follow Highway 7 through Carleton Place, past Perth to Silver Lake.

From Toronto and points west of Kingston: Take Highway 401 until you get to the exit for Highway 37. Follow Highway 37 north until you reach Highway 7. Go east along Highway 7 until you reach Silver Lake

From points South: From points west of the Adirondacks - Take Interstate 81 to the Canadian border. Take Highway 401 to exit 645. Go north along Highway 32. #32 turns into Highway 15. Follow 15 north to Crosby. Follow #42 west towards Newboro/Westport. From Westport, follow #36 to Highway 7. Go west to Silver Lake. From points east of the Adirondacks, people have found it convenient to cross at Cornwall and follow 401 west.

You know you're there when: The property entrance is at the Lanark/Frontenac county boundary: Thus, if you are coming from the east, you will see a large sign that says "**Frontenac**". Turn left and follow the small road. If you are coming from the west, you will see a large sign that says "**Lanark**". Turn right and follow the small road.

What should you do?

- Contribute ideas now.
- Let your friends know of the event.
- Volunteer to help with any organising requirements – either at or prior to the event.
- Participate in all facets of the event.
- Bring your vehicle and show it off.
- Meet and talk to other Land Rover enthusiasts.
- Renew acquaintances.
- **Celebrate and Enjoy!!**
- To **register** you must complete the enclosed entry form. Additional copies are available from Ottawa Valley land (by post, fax or internet)

Other

Ben "The Road is my bride" Smith has declared that he will be driving from California (again) to attend the Birthday Party. We believe that the lure is half a can of Jolt and a stale cookie. John Hong and Alan Richer plan to have preliminary jousting matches over the coveted DorkTari Award. Everyone will be measuring up for the Lugnut Award, while Desperate Dale will be chasing Unimogs and 101s in his Range Rover.

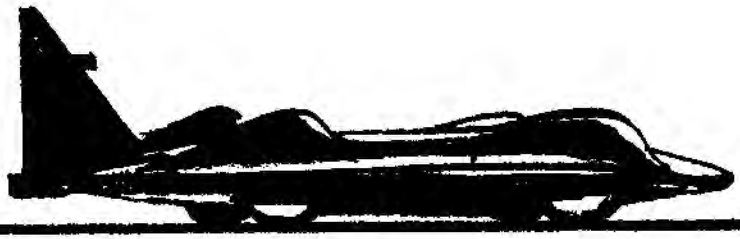
Contact Numbers

Event Co-ordinator: Christine Rose (613) 823-3150
Registration Co-ordinator: David Meadows
Internet: http://www.OVLR.org
Email: david.meadows@sympatico.ca
Postal Address: OVLR, POB 36055, 1318 Wellington Street, Ottawa, Ontario, K1Y 4V3
If lost while getting there: Phone 268-2162 (Deacon's residence on site)

A final note:

Please also remember if you plan on bringing any guests who will wish to drive on **any** of the off road courses, that they must be club members to be covered under our insurance. *To make this point crystal clear:* **Non club members will NOT be allowed to drive on any off road or RTV under ANY circumstances**

Murray's Engine; after the mudbog!
Photo by: Spencer Norcross



CONGRATULATIONS BLUEBIRD!

LAND-ROVERS were proud to help!

Essential parts of the team which made the successful bid on the World Land Speed Record were the two Land-Rovers servicing Bluebird. These vehicles, based at each end of the high-speed track, helped with the preparation of Bluebird before each run and with the rapid turn-round and re-preparation. This enabled Bluebird to make the required two runs in opposite directions within the specified time.

Each Land-Rover was fitted with the following equipment: Power take-off-driven compressor providing air for braking systems; power take-off-driven generator for engine starting; power take-off-driven alternator powering fans for cooling brakes between runs; hydraulic pump operating built-in jacks for wheel and tyre changing; Rover hydraulic winch for general utility purposes.

LAND-ROVER the world's most versatile vehicle

The Rover Company Limited, Solihull, Warwickshire